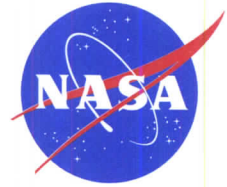


National Aeronautics and
Space Administration

Lyndon B. Johnson Space Center
2101 NASA Parkway
Houston, Texas 77058-3696



September 12, 2011

Reply to Attn of:

AD911-JSC-FOIA-11-196

Mr. Keith Cowing
Editor
NASA Watch.com
c/o Reston Communications
P. O. Box 3569
Reston, VA 20195-1569

Dear Mr. Cowing:

This is in response to your Freedom of Information Act (FOIA) request for a copy of the following information:

1. All emails, memos, faxes, memoranda of agreement, Space Act Agreements and other communications to, from, and between Charles Justiz, Dayna Justiz, Cady Coleman, NASA JSC staff, and NASA Astronaut Office personnel regarding carrying a copy of the book "Specific Impulse" into space for the purpose of being photographed for personal, commercial and/or promotional purposes on board the ISS
2. Text of all applicable NASA regulations, processes, and policies concerning the use of government space assets such as the Space Shuttle and ISS for commercial promotions such as were done with the book "Specific Impulse" by astronaut Cady Coleman and featured on the commercial website <http://www.charlesjustiz.com>.

With regard to item 1, records responsive to your request are enclosed.

With regard to item 2, the applicable NASA regulations, processes, and policies concerning the use of government space assets for commercial promotions are as follows:

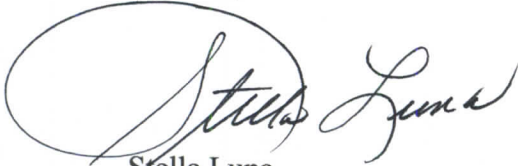
1. NASA Advisory Implementing Instruction, NAI 1050-B, Space Act Agreements Guide (Effective Date: June 10, 2011).

This is a large document and can be found in the NASA Online Directives Information System (NODIS) library as an attachment to NASA Policy Directive 1051.1I (Effective Date: December 23, 2008).

2. 5 CFR Part 2635, Standards of Ethical Conduct for Employees of the Executive Branch.
http://www.usoge.gov/laws_regs/regulations/5cfr2635.aspx
3. 14 CFR §1214.403, Code of Conduct for the International Space Station Crew.
4. 14 CFR §1214.6, Mementos aboard Shuttle Flights.

A determination has been made that reproduction costs for this request were minimal. Accordingly, in keeping with NASA's policy to provide the widest practicable dissemination of information concerning its activities, reproduction costs have been waived.

Sincerely,

A handwritten signature in black ink, appearing to read "Stella Luna". The signature is written in a cursive style with a large, looping initial "S".

Stella Luna
JSC FOIA Public Liaison Officer

Enclosures

Thought you would enjoy Charlie's latest blog....also, he said a hi res of one with Discovery in the background would be great...you rock!

d

A very dear friend did me a great favor. She happened to be on the International Space Station with my book and took a picture of it while they were floating in the cupola. I was flattered beyond words that she did that. I looked in the window and I could see Discovery docked and my breath caught as the years melted away for me. You see, Discovery had the rare distinction of being the vehicle that NASA used to return to space following both of its disasters. The first return-to-flight mission was the most memorable because I almost missed the birth of my first son.

My wife had been having a textbook pregnancy and all the indicators were aligned for an on-time delivery. We still had three weeks to go, but I was a little nervous about leaving. We were short on instructors for the Shuttle Trainers, but I was not slated to go. The day before deployment, one of the instructor pilots got sick and couldn't fly. I wasn't pleased, but I checked with my wife. No big deal – out today back tomorrow night. So I go.

We get to Edwards late that evening and come back out before sunrise the next morning. Our dispatcher, Boyce Mayer, finds me as we're loading the aircraft and says, "Your wife's water just broke."

I distinctly remember telling Boyce that his little joke was not funny. Now Boyce was as grizzled an old super sergeant as you would ever find. This guy crewed piston airplanes during the Korean War and was around NASA during the Apollo program. Boyce was an old head and that was exactly the kind of joke he might have pulled on the new kid, but he was as honest as the day was long. "Nah, that would've been too easy. Let's get you into a T-38 and get you home."

We always traveled with our T-38 gear, which back then was a helmet and a parachute. Boyce assigned me an aircraft and out I ran. He also told me that I'd have to take one of our Flight Simulation Engineers, call sign "Smoke," back to Houston with me. No problem. Smoke had to round up his gear. He finally got out to the aircraft and Discovery did its de-orbit burn. Once the shuttle does the burn, the field is closed and anybody that's not directly connected with recovery operations, which I was not, is trapped until the crew is recovered from the space craft.

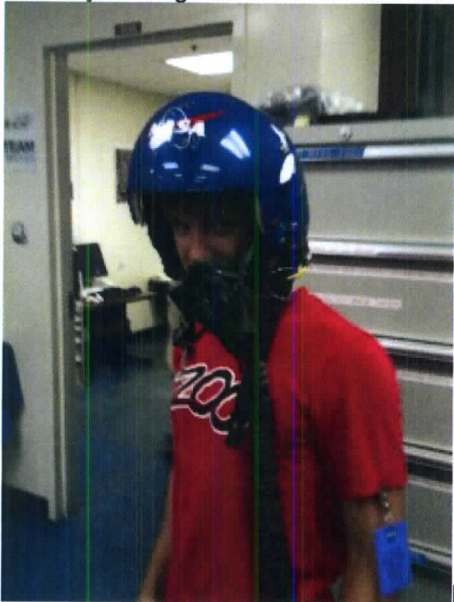
We are stuck on the ground an extra two hours. During that time, Smoke tells me he was late because he had a couple of phone calls he had to make – this was way before cell phones. Smoke was a wheeler-dealer and always had something going on. I told him that I was in a hurry and that I had to make it back for the birth of my son. He said he understood and promised to behave.

Rick Hauck was the commander of STS-26 and did a brilliant job of bringing the orbiter down on Edwards AFB Lakebed 17. It had been a long two years since we had lost our friends on the Challenger explosion and it did my heart good to see the agency back in the space business. But I had a baby to catch, so as soon as Discovery got to wheel stop, I was allowed to start engines and taxi out to runway 22 and wait for the field to open. As I was waiting, Rick Hauck and the STS-26 crew called me on the radio. "Charlie, what's the rush? We have some champagne to toast return to flight." Of course they knew that my wife was about to deliver. "Kiss your wife and the baby and we'll see you back in Houston as soon as the flight docs let us." They cleared the taxiway and Edwards tower cleared us for takeoff.

Edwards AFB lies directly under the climb and descent corridors for the LA basin. This is quite possibly the most congested airspace in the world. The normal climb out from Edwards involved a great number of intermediate level offs and uncountable vectors that take you anywhere but where you want to go. On that day, I call in to Los Angeles Center and they say, "Is this NASA 923? You are cleared to flight level 410, cleared direct El Paso." What? Are you kidding? That is too good to be true. It seems that Boyce had made a couple of phone calls. You don't get to be an old trapper like Boyce without knowing a few people.

You can't make it from Edwards to Houston without stopping for fuel. I knew Smoke was going to be a problem and I told him that we were going to get gas and blast off. We land in El Paso and the fuel truck and the starter are waiting and there goes Smoke to get on the phone. I'm more than a little obsessive about my flying, so I got out of the airplane to do a quick walk around. When I finish, I tie up Smoke's cockpit and lock down his canopy. I strap in and still no Smoke. Oh well, I warned him. I crank up the right motor and out flies Smoke. He jumps in and closes his canopy. I'm not completely sure that he was strapped in for takeoff.

We get the same unbelievable handling going into Houston. Thanks Boyce. I get on the ramp and park the airplane and my car is waiting for me with our other dispatcher, Kandy, yelling, "Leave your bags! Leave your bags!" This had now become a NASA project.



I drive down the road at the fastest speed I dare and reach the hospital. One of the astronauts is there in the hospital room with my wife. I'm not sure which one of the two ladies was happier to see me – my wife or Marsha. Thanks Marsha. Thirty minutes later, my first son was born and thanks to the incredible team we had back then, I was able to attend. To this day, some of the old astronauts still call my son "Disco."

So I saw that picture and thought of the twenty-seven good years of faithful service this vehicle has given our country and of the many memories that it has given me. It has lifted my friends into the near reaches of space and returned them safely to share their tales. It has given my first son a nickname that is unique and it has given his father a story to tell. But most of all it has carried a dream for this country. Thank you, Discovery. Your service is appreciated and your work will be missed. Enjoy your deserved rest in your museum home.

Pick anyone of you holding the book, whichever you like best and send a hi res - anything fine with us! Ran into Tim Kopra on crutches today at lunch, poor guy!!